

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

STRIKING EXPERIMENTS
AT THE REQUEST OF THE
LOCAL GOVERNMENT BOARD FOR IRELAND.
The remarkable feeding experi-
ments conducted in the School
of Physiology, Trinity College,
Dublin, at the request of the
Local Government Board for
Ireland, prove that
BOVRIL
when added to a fixed diet, has
a body-building effect equal to
from 10 to 50 times the weight
of the Bovril taken.
DETAILS OF THESE EXPERIMENTS CAN BE HAD UPON
APPLICATION.

No. 16,561. 號一十六百五千六萬壹第 日八十二月四年三統宣 HONGKONG, FRIDAY, MAY 26TH, 1911. 五拜禮 號六廿月五年一十百九千一英港香 PRICE \$3 PER MONTH.

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[a30-2]

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Total Security to Policyholders \$215,813.00
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[a1351]

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In Casks 37½ lbs. net
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Hongkong, 29th April, 1908. [a1364]

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[a1404]

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1.45 p.m. to 2.15 p.m. Every 10 minutes.
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[a22a]

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[a713]

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[a28]

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Hongkong, 31st July, 1907 [a609]

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Well Furnished Reception Rooms.
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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CHARGES MODERATE, AND NO EXTRA
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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Hongkong, 24th July, 1905. [a630]

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THIS HOTEL has recently been thoroughly
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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a32]

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Both Hotels electrically lighted, and under
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REASONABLE RATES.
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5 POPULAR ARTISTS 5
6 Brilliant Moving Pictures 6
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Hongkong, 23rd May, 1911. [a577]

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Correspondents must forward their names
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DEATH.

At the Government Civil Hospital on the
24th May, GEORGE PHILIP WHEELER of
Kowloon Docks, aged 45 years, late of H.M.S.
Astrac.

HONGKONG OFFICE: 10A, DES VERT ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MAY 26TH, 1911.

It is perhaps inevitable that the latest country to become a republic should attract more than ordinary attention for some time, and that its progress and development under the new regime should be a matter of considerable interest. Portugal, even since the coup d'état of last year, which converted one of the oldest monarchies of Europe into the youngest republic in the world, has provoked more speculation as to its future than ever it did in former days, and the fact that the Republican Government is attempting experiments at variance with the old ideas which obtained in the country is bound to give it considerable political importance. Recent telegrams from Europe suggest a strong reactionary movement in the country, and though they lack definiteness there seems to be a general expectancy that something is about to happen. It may be an attempt to bring back the monarchy; it may be an attempt to introduce a different personnel in the republican government; or it may be an attempt which is religious or ecclesiastical in character; but whatever form it takes some disturbance is expected. Viewing the situation in Portugal impartially, and having regard to the historical lessons taught by France when it rudely broke away from monarchical government, we must be prepared for a considerable period of unrest. Even if the majority of the people of the country are desirous of change from a monarchy to a republic,

which is perhaps doubtful, some time must elapse before there is a complete re-adjustment to the new conditions. The mere change of government is unsettling in itself, but when this is followed by other changes of economic and religious value the effect is bound to be considerable, so that in the circumstances it is only natural to expect that agitation of more or less importance should prevail in the country. This does not necessarily imply that the Republican Government is less stable than when it was created. Nor does it imply that the Royalists are increasing in strength. It merely means that the difficulties in the way of converting monarchical institutions, or institutions which were established when the House of Braganza held sway, to republican ideas are only being replied, and that opposing views are being more loudly voiced. The republican ideal cannot be inculcated with the shock of arms or the triumph of party. Generations must elapse before the new ideas can reach fruition. On the other hand, a nation does not readily part with its traditions, and it is only in the nature of things that some feeling of affection and regard for the Royal House of the kingdom of Lusitania should be manifest. Sentiment of this nature cannot be eradicated by any coup, and its disappearance, if ever it does, can only be gradual and slow. Therefore, as long as this feeling prevails to any extent in the country, the republic cannot be deemed to be fairly established. Without being pessimistic, and without attempting the rôle of prophet, we have to recognise that the new form of government will be severely tried. It is almost inevitable that it will have to pass through a time of stress and trouble. It may even, as in the case of France and some of the South American republics, be submerged for a time, but the probability is, we think, that Portugal in the long run will follow the historical course of other nations which have once abolished monarchical institutions and remain republican. Admittedly when such a radical change takes place in a country as was effected in Portugal last October mistakes and excesses are bound to occur. There is a tendency to go to extremes, and wise heads and strong hands are needed to exercise restraint. To their credit, or to their good fortune, be it said that the Republicans accomplished their revolution with comparatively little bloodshed. In that respect it is practically unique. But though the crisis of the French revolutionists who attempted to abolish religion and to evolve a scheme of life which had no place for the Deity is not being repeated in Portugal, it has to be admitted that the reformers are attempting legislation which savours of the extreme and is in measure calculated to defeat its own object. Yesterday we reproduced an article from *The Times* in which a correspondent of that journal describes the restrictions imposed on various forms of worship, and suggests that it indicates an attempt to initiate the time when "there shall be no religion and no God in Portugal." Experience will in time prove the folly of this attitude, but there is bound to be trouble before a greater spirit of reasonableness prevails. Financial problems embarrass the new government, as it is said that the expenses of the country have increased rather than decreased since the revolution, and to this must be added the feeling of disappointment among the working classes in having to realise that economically they are no better off than before. The expected Millennium has not dawned, and promises made have not been fulfilled. Discontent, therefore, is general. Dissatisfaction is felt at the Government in delaying the elections, which have been postponed till May 28th, and the present régime, which is little short of a dictatorship, is in consequence decidedly unpopular. Much will depend on the result of this election. It will either strengthen or weaken the republican government, but whatever happens it will do little to bring about the Millennium, for Portugal has yet to work out her national salvation.

During the 48 hours ended at noon yesterday there were six cases of plague in the Colony, four being fatal.

Practically the work of taking the census is completed. The last piles of returns from the Chinese districts have been brought in.

The King has been graciously pleased to appoint Mr. Robert MacLeod Hodgson to be His Majesty's Consul at Vladivostok.

On Wednesday a Chinese woman fell overboard from the steam launch *Willie* as that vessel was crossing the harbour from Hongkong to Kowloon. The body has not yet been recovered.

At the Magistrate's yesterday a native who was charged with being in unlawful possession of a quantity of opium was fined \$125 by Mr. Hazell, the alternative being two months and fourteen days' imprisonment.

Mr. Geo. Anderson, the representative of Messrs. John Roberts & Co., billiard table manufacturers, Bombay, will shortly be paying a visit to Hongkong.

"The Follies," who have given two performances at Canton, and were to give a performance at Macao last night, give their farewell entertainment at the Theatre Royal to-night.

The second gymnastics of the season, which had to be postponed last Saturday owing to the rain, is advertised to take place at the Happy Valley to-morrow afternoon, commencing at 3.30.

We are informed by the Hongkong Agency of the Netherlands Trading Society that telegraphic information has been received that a dividend of 9 % (nine per cent.) has been declared by this Bank for the year 1910.

A fine of \$5 was imposed on an Indian policeman employed at the Naval Yard by Mr. Wood at the Magistrate's yesterday. The defendant, while under the influence of liquor, walked over a stone pier near Observation Place.

Three Chinese were charged before Mr. Hazell at the Magistrate's yesterday with being found at night with dangerous or offensive weapons in their possession with intent to break and enter No. 2, Grasson Street, Wanchai, with intent to commit a felony. The hearing of the charge was adjourned.

At the Magistrate's yesterday before Mr. Wood, Inspector T. Hinds of the Sanitary Department proceeded against two Chinese on a charge of cruelty to animals. The first defendant, while carrying a pig from the depot to the killing house, dumped it violently on the ground, for which offence he was ordered to pay a fine of \$10. The second placed a live pig in a pan of boiling water, for which offence he was mulcted in the sum of \$20.

Miss Ida Marie Samuel, daughter of Sir Marcus Samuel, Bart., head of the Eastern firm of Messrs. Samuel Samuel & Co., and Lady Samuel, 3, Hamilton-place, W., and The Mote, Kent, was married at the new West End Synagogue, St. Petersburg-place, recently, to Mr. E. M. Sebag-Montefiore, J.C.C., eldest son of the late Mr. Arthur Sebag-Montefiore and Mrs. Sebag-Montefiore, 2, Palace House, Baywater-road, and East Cliff Lodge, Ramsgate.

A card tournament was held at Stonecutters on Empire Day, under the auspices of the 87th Company R.G.A. branch of the Royal Army Temperance Association. The visitors, a selected team from the 88th Company R.G.A. branch R.A.T.A., were the victors by 47 points. The remainder of the evening was devoted to the most alluring and subtle of Army games "Pat", the 88th, again showing their prowess by winning 52 games to their opponents 21. A return match will be played at Victoria at an early date.

Before Mr. Wood at the Magistrate's yesterday a Chinese was charged with the larceny by trick of 20 watches, valued at \$108, from 125, Queen's Road West, a second-hand dealer's. Defendant is alleged to have purchased the watches, taken the complainant with him to a Japanese firm in Lee House Street, left him the door, and told him to wait. As he did not return the complainant left, but seeing the defendant later in the street, arrested him and handed him over to the police. The hearing of the case was adjourned until the 31st instant.

A pleasant function took place at the Police Reception Club on Wednesday evening when Mr. W. Glendinning, of the Hongkong Electric Tramway Co., who is shortly leaving for Australia on leave, was given a send-off by the members of the Club. Inspector Withers, on behalf of the members, presented Mr. Glendinning with a case of silver-mounted briar pipes, and expressed the wish that as he sojourned these Mr. Glendinning would not forget the donors. They all wished the departing tramway man a good voyage, a pleasant holiday and a speedy return. Mr. Glendinning, to whom the presentation came as a surprise, made a suitable response, after which all quaffed "a cup of kindness," and last farewells were taken.

"THE DEVANHA."

The Hon. Mr. E. A. Howett, Superintendent of the P. and O. Co., yesterday received a wireless message from the Commander of the s.s. *Devanha*, through the courtesy of the Japanese Government Station in Fuzhou, to the effect that his vessel had passed Tung Yang and, as the fog was clearing, he hoped to arrive at 4.30 p.m. to-day.

NEW COTTON FIELDS FOR LANCAIRE.

Mr. J. Monson publishes in the *English Review* a powerful appeal for a more systematic effort for the development of the possible cotton fields of the world. He says:—

What is really required as a first step towards this important measure of providing for the future of our greatest industry, and for an expanding supply of food for our working population, is a movement to bring pressure on the Government to investigate the subject of the growth of cotton in British Africa and our Asiatic possessions. A Commission of Investigation appointed by the Government for that purpose might well be composed as follows:—

One engineer, one cotton grower, one irrigation engineer, six agriculturists (three selected from Egypt and three from India), one botanist, one agricultural chemist (the Secretary of the Co-operative Union), one banker, one barrister, one shipping merchant, one railway engineer. This commission would travel through Egypt to the Lakes into Central Africa, from there to Durban, thence to India, rejoining by Turkestan to Syria and the Euphrates.

The valuable report which would be made as the result of such a tour would enable both the trade and the country to realise the requirements of the situation and show the best way of investing the national capital for this great development of national trade.

TELEGRAMS.

[Protected by the Telegraph Messages Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

ALSACE-LORRAINE.

MODIFIED FORM OF SELF-GOVERNMENT.

LONDON, May 25th.

The German Reichstag has passed the second reading of the Alsace-Lorraine Bill (providing for the self-government of those provinces), after a compromise.

PRINCE OF WALES AND THE GERMAN MANOEUVRES.

LONDON, May 25th.

The "Berliner Post" states that it is expected that the Prince of Wales will attend the Imperial manoeuvres in the Autumn.

THE FRENCH PREMIER.

LONDON, May 25th.

I ears are no longer entertained that complications will arise out of the injuries sustained by M. Monis by the fall of an airship upon him at Paris a few days ago.

THE RELIEF OF FEZ.

LONDON, May 25th.

Great satisfaction has been caused by the news of the relief of Fez.

It is considered that all that now remains to be done is to place sufficient military financial resources at the disposal of the Sultan, while rigorously repressing abuses and tyrannous exactions.

GERMAN-JAPANESE TREATY.

LONDON, May 25th.

A Berlin telegram states that the Reichstag has read a first time the provisional Commercial Arrangement with Japan and referred the measure to Committee.

[FROM THE MANILA "CABLENEWS."]

STANDARD OIL CO. AND THE RECENT DECISION.

Washington, May 20th.

J. P. Morgan has expressed himself in public interviews as satisfied with the recent decision of the United States Supreme Court which orders the dissolution of the Standard Oil Company. He states that the Company will at once comply with the law and reorganize in a manner not contrary to the provisions of the Sherman anti-trust act.

Lawyers and jurists all over the country are awaiting with great interest the announcement of the reorganization plans of the Company, as it is expected they will be a masterpiece of corporate legal genius.

A CURE FOR LEPROSY.

Major Rost in Bangkok and Capt. in Williams in Basrah and Bombay have obtained cultures of an organism separated from the nodules of leprosy. Lieut. Colonel Banerman, I.M.S., Director of the Parasitology Laboratory, says he is of opinion that the organisms found by Rost and Williams are probably identical. He adds that these discoveries give ground for seriously considering anew the whole question of leprosy, and "it seems to me that there is now a considerable amount of weight to be attached to the view that leprosy is very probably after all a streptothrix disease. From these cultures vaccines have been obtained. Major Rost says that of the ten cases in which treatment with his vaccine has been adopted two have recovered, two have so much improved that apparently the remnants of the disease are very slight, and the remaining six have all improved in a remarkable manner. Colonel Banerman declares that the results from vaccine prepared by Captain Williams are "most encouraging," and tend to confirm Major Rost's work. But Captain Williams, in the true spirit of scientific inquiry, makes no extravagant claims or his work. He says that "in a subject like leprosy it is from every point of view necessary to go slowly, and not to make definite claims until they can be proved up to the hilt. I am well aware that our present work does not reach this standard. I think, however, that the results of this juncture in the hope that others interested in leprosy may be induced to attack the subject along the same lines." That is a conservative estimate of work of remarkable promise in a disease that has hitherto baffled scientific investigation. But we shall do well to accept it, says the *Times of India*, and not to go proclaiming to the world that a cure for leprosy has been discovered before even its authors assert this merit for it.

SUPREME COURT.

Thursday, May 25th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

A TRADE MARKS APPLICATION.

The case of Morris Sm. Esche, merchants, of Germany v. W. R. Loxley & Co., was mentioned. The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson, stated that this was a notice of motion made *ex parte*. His Lordship would see that the plaintiffs were asking for an order that the register of Trade Marks be rectified by the removal of the trade mark consisting of a register by the defendants in class 38, and that reference be made to the Registrar as to damages or as to an account of profits. Mr. Pollock explained that the writ had been served and the motion must be made *ex parte* in the first instance.

His Lordship—What is the next procedure? Mr. Pollock—That is rather difficult. We should have to get some proof. We propose to get an affidavit from somebody who can speak to the facts and will send out a proper certificate of the fact that the trade mark has been registered in Germany.

His Lordship—I think the proper procedure would be to treat this as if it were an ordinary application and give notice. Then you can apply for an adjournment. It involves a little more cost.

Mr. Pollock—Your Lordship can always adjourn for a time.

His Lordship—I should be adjourning this matter. I have nothing to adjourn. I grant you this application.

Mr. Pollock—We ask for an order that the register may be rectified. We are in a position to do nothing more than submit the affidavit evidence of Mr. Wilkinson, which is that certain documents have been laid before him.

His Lordship—There must be an adjournment, but I am puzzled to know what adjournment. I don't know why the application should be made *ex parte*.

Mr. Pollock—Not do I.

His Lordship—I can't adjourn something to which both parties are not parties.

Mr. Pollock—We are not asking for an order against them.

It was agreed that the notice of motion be served on defendants and that it be made returnable for 14th August.

THE CHANGING EAST.

The *Daily Mail* had the following comment based on the recent rising at Canton:—

While the Japanese eagerly adopt Western customs and Western manners, often, both in good things and in evil, out-Europeanising Europe, and while the Indian reads Herbert Spencer and yearns for a democratic movement for which his country is obviously quite unfitted, the Chinaman still largely remains unchanged, content with his own ancient civilisation, and suspicious of the suspicion of a proud aristocrat, of new-fangled Occidental notions. The riots in Canton are the consequence of this suspicion. The Viceroy was too zealous a reformer. He forced the pace for people only desirous to stand still, and hence the rioting and the arson. Offence the rioting will be suppressed, of course the leaders will be punished, and of course, though possibly more cautiously, the reforming will proceed. The shrinkage of the world has forced uniformity. China must follow Japan, and its people must abandon the ancient manners and follow the most modern teachings of hygiene, sanitation, education, and so on. This is it written. Whether with it all the sum total of happiness of the insupportable inhabitants of the Celestial Empire will increase by one per cent. is quite another question. We may recognise that change is inevitable, and still we may not altogether fail in sympathy for the men who dread change.

Fundamentally there is something splendid in the European determination to force the peoples of the earth all he himself has learned, and to force them to use their powers in the most effective way; for there is no law of the universe guaranteeing world sovereignty to the Caucasian, and when China adds to its great qualities of mind and its grim tenacity of character the full complement of Western knowledge, who can say what will happen? We have no desire to conjure up visions of a possible Armageddon, but we do not regard the awakening of the great-great-great East as an event likely to pass unnoted. Such events as these in Canton are the spasmodic jerks of the sleeper as he is gradually stirred into life. That is their significance. China awake, China organised, will be a potent compared to which the rise of the new Japan was a thing of small account.

RUBBER OUTLOOK IN BORNEO.

Sir William Hood Treacher presided last month at the London Chamber of Commerce over the first ordinary general meeting of the Kluang Rubber Company (Limited).

The Chairman moved the adoption of the report, and said that the company had in Para rubber 721 acres planted with 135,356 trees, and 34 acres planted with cocoanuts. There were 266 acres more already cleared and ready for planting, and 450 acres were now being felled. The trees should be producing rubber some time before the month of October, 1915, which was the date upon which the Chartered Company's 5 per cent. guarantee expired. They had purchased a further 12 acres of land for the purpose of erecting buildings thereon, and that brought up the total acreage that they possessed to 5,012 acres. The policy of the board for 1911 was to look up the planted area to 1,500 acres. The prospects were in every way encouraging, and they had so far done very well, despite the fact that they had been severely handicapped by the unprecedentedly bad weather during the year 1910. The health of both the native and European staff continued good.

Mr. Gilbert F. Trall seconded the resolution, which was unanimously agreed to after a brief discussion, to which the Chairman replied.

CORRESPONDENCE.

THE CONDENSED MILK QUESTION.
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 25th May, 1911.

SIR,—Permit me to say, since I last wrote on this matter, been given by His Excellency the Governor-for-Council to appear, on behalf of those for whom I sat, before the Legislative Council, on the consideration of the Bill, it is unnecessary (in fact, I think it would be incorrect) for me to continue the correspondence. I shall, therefore, in this my final letter refrain from dealing further with the points which have any strong bearing on the subject, but will content myself with a brief reference to the red-herring which Messrs. Bradley & Co. have drawn across the path of the controversy. In their letter published today in the *Hongkong Daily Press* they say that my "implied comparison of the daily earnings of Chinese with the price of a tin of milk is erroneous, because it is not necessary for a Chinaman to buy a tin of milk every day of his life." It is somewhat humiliating to me to think it possible that anyone should imagine me to be so utterly devoid of common-sense as to suggest that a Chinaman might daily spend even so much as 15 cents, if his earnings be not more than 50 cents a day, upon one small article of diet, such as a tin of condensed skimmed milk. The income of a Chinese workman is not computed by the year, nor even, as a rule, by the month, but by the day; and where his total earnings in a week amount to no more than \$3, or in a month to \$13, it is of the utmost importance to him, having a family to house and provide for, that he should save a few cents where he can. A Chinaman well knows the difference between 25 cents and \$1, and he equally well knows the difference between 15 and 25 cents. This was my contention, and not that which Messrs. Bradley & Co. would make it out to be.—Yours faithfully,

C. D. WILKINSON.

THE OBSERVANCE OF BANK HOLIDAYS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 25th, 1911.

DEAR SIR,—I shall deem it a favour if you will kindly allow me to encroach on a little space in your valuable paper to impress on employers the injustice of keeping employees in office on Government and bank holidays.

It is a remarkable coincidence, *proprio* the proverb "Misfortune never comes singly," that the unfortunate employees referred to are generally the worst paid in the Colony.

We look to our legislators to ameliorate this evil, and failing action on their part, it is high time that labourers' union were established in this Colony, as in Manila, for the protection of employees against abuses of employers.—Enclosing my card, I am, dear sir, yours faithfully,

AN UNFORTUNATE.

COCOANUT GROWING IN THE PHILIPPINES.

The Bureau of Insular Affairs has issued a very interesting monograph on Coconut Growing in the Philippine Islands, which is the work of the Honorable Dean C. Worcester. It is perhaps the most exhaustive study which has ever been made of the cost of production and profits in the making of copra. It is the result of fifteen years of observation in the Philippines, and the writer has reached the conclusion that no branch of agriculture there offers such certainty of steady and assured return from comparatively small investment as does the growing of coconuts. While soil and climatic conditions in many parts of the Philippines are ideal for coconut production, the agricultural methods of the natives violated every known rule. The Philippine cannot rid himself of the idea that the more seed he sows the greater will be his harvest, and this theory, when applied to coconuts, results in the production of tall, spindling trees, producing half the number of leaves they ought to have, and bearing nuts sparingly, if at all. Mr. Worcester regards a reasonably conservative estimate of the profits from a coconut oil plant with a capacity of 1,000 pounds a day, running at its full capacity 300 days in the year, to be approximately \$120,000. It would take the copra from eleven 2,500 acre plantations to keep such a mill running, but the estimate is based on the purchase of copra into the open market. Thus a mill might at any time be established at Manila or some other port of entry, and be operated at a profit prior to the time when the plantations become productive. The advantage of this is obvious when it is remembered that there is a serious lack of oil in copra during its shipment from the Philippine Islands to the United States, or to European ports, this loss being due in large measure to the fact that the mold which grows on copra thus shipped decomposes the oil.

RACECOURSE FOR LONDON.

INGENUOUS CONTRIVANCE AT EARL'S COURT.

Two minutes after the Derby is run at Epsom on May 31st, the race will be repeated at Earl's Court Exhibition on the wonderful mechanical racecourse which is being constructed there.

This miniature Sandown Park, with its nine mechanically operated horses, starting gates, and realistic environment, will be the rage of London during the summer, for not only will every important race be duplicated the moment after it is run, but amateur jockeys of both sexes will be able to enjoy all the fervid excitement of riding a winner without any of the attendant risks. The Earl's Court Sandown Park will be by the side of the water-chute. The racecourse—one hundred yards long—is a slightly declining plane.

When the starting gate is raised the horses start down an incline which will give momentum. Then the equestrian ability of the riders will be brought into play by a very ingenious rocking motion which almost perfectly simulates the action of a machine. The most vigorous rider will win the race. The racecourse is sure to be one of the most popular features of the Exhibition, for there is a more sporting element about it than is usually attached to the average side-show.

LATE TELEGRAPHIC NEWS.

MANCHESTER COTTON SPINNERS' COMPANY.
London, May 26th.
The Cotton Spinners' Company has decided to issue new shares of about \$900,000 to its shareholders for acquiring cotton lands in the Mississippi Delta.

BARNSTAPLE BYE-ELECTION.
The result of the Barnstaple bye-election is as follows:
Sir Godfrey Baring (Liberal) 6,239
Mr. Parker (Unionist) 5,751

INTERNATIONAL YACHTING MEET.
London, May 26th.
An athletic meeting of Harvard and Yale and Oxford and Cambridge Universities has been fixed at Queen's Club in July.

WORLD'S RAW COTTON SHORTAGE.
Barcelona, May 26th.

Sir C. J. Macara, addressing the International Cotton Congress, regretted that the report on the cotton trade throughout the world was still very unsatisfactory. No knowledge of industry, he said, can save us from disaster if things go on as they are. He added that determined efforts were still being made to increase the supply of the raw material.

LORD LANSDOWNE'S REFORM BILL.
London, May 26th.

The House of Lords was crowded when Lord Lansdowne, in a speech lasting an hour and a half, introduced his Bill for the reform of the House of Lords.

He said the amendment of the constitution of the House of Lords should proceed *pari passu* with reform in the relationship of the two Houses. The Opposition desired a Second Chamber commanding the confidence of the country by its authority, experience, and ability and above all by its independence, and which could be trusted to use its powers fairly towards both parties.

Lord Lansdowne proposed that the new Chamber should be composed, firstly, of a hundred Peers elected by their peers from Peers who had been or were holders of high office, army officers, former members of the House of Commons, Lord Mayors and Lord Protectors; secondly, 120 persons elected by electoral colleges composed of members of the House of Commons; according to a territorial distribution to be established by Commissioners; thirdly, a hundred appointed by the Crown on the recommendation of Ministers, in the same manner as the Select Committees of the House of Commons are at present appointed.

All three classes would be Lords of Parliament and would sit for twelve years, but one-fourth of each class would retire every three years by ballot, though they would be eligible for re-appointment. Peers of the Royal blood would retain their seats. The two Archbishops would remain. Five Bishops would be elected, and also sixteen legal Lords.

Any Peer not a Lord of Parliament would be eligible for election to the House of Commons. Lord Lansdowne, replying for the Government, declared that Lord Lansdowne's scheme retained in effect the supremacy of the Lords. The proposals were inadequate and illusory, and the Government could give no approval to any of them.

London, May 26th.
Lord Lansdowne's Bill may or may not prove a possible supplement to the Parliament Bill, but cannot be a substitute, or an alternative thereof.

Lord Lansdowne's Bill limits the power of the Crown to appoint hereditary Peers to five annually.

Later.
Lord Lansdowne's statement was received without sign of enthusiasm by the Lords on his own side of the House.

The Conservative papers generally recognise the Bill as a courageous attempt to solve a difficult problem. The *Morning Post* is avowedly hostile.

The Liberal papers denounce the proposals as utterly futile.

London, May 26th.
Mr. Balfour, speaking at a Primrose League Demonstration at Albert Hall, declared that the Second Chamber must be able to carry out great duties, and the Liberal party must be responsible given by the Vote Bill. He heartily supported Lord Lansdowne's Bill and thought it went as far as possible or desirable.

THE AUSTRALIAN ANTARCTIC EXPEDITION.
London, May 26th.
Towards Dr. Mawson's Antarctic expedition \$6,000 has already been subscribed.

YORKSHIRE WOOLLEN TRADE.
London, May 26th.

A serious strike is threatening in the Yorkshire woollen trade affecting 20,000 woollen and worsted workers. A mass meeting has been summoned for the 13th instant to consider the question of a strike or arbitration.

The workers demand a 15 per cent. increase in wages, and fifty-five hours a week.

UNITED STATES LEGISLATION.
Washington, May 26th.

The House of Representatives has passed the Farmers' Free List Bill without amendment by 230 votes to 109.

A MILITARY APPOINTMENT CRITICISED.
London, May 26th.

Colonel Morgan has been appointed acting advisor to the War Office.

In reply to questions in the House of Commons to-day regarding the appointment, it was stated that this officer was obliged to retire from the Army in consequence of his conduct in connection with the South African war. It was further said that he was a very able officer and could do the work better than anybody.

SIR E. GORST'S ANNUAL REPORT ON EGYPT.
London, May 26th.

Sir Eldon Gorst's report on Egypt has been issued.

It says that with the opportunities of self-government the Legislative Council and the General Assembly have become more instruments in the Nationalist agitation. Egyptians must be made to understand that the Government will not be hurried into going further or faster in the direction of self-government than it considers to be in the interests of the whole Egyptian people. The organisers of the Goptic agitation are a small clique of wealthy landowners. The Gophs have no real grievances.

TWO MORE AVIATION CASUALTIES.
Berlin, May 26th.

The aviator Bokenmüller, while flying in a fog at Johannisthal, struck a building and was killed.

San Antonio, Texas, May 26th.
Lieutenant Kelly, flying at a fête, fell and fractured his skull.

THE DECLARATION OF LONDON.
Adelaide, May 26th.

The Inter-State Congress of Australian Chambers of Commerce has passed a resolution that the Declaration of London should be discussed at the Imperial Conference, and hoping that British statesmanship and diplomacy will succeed in modifying it, so as to render it generally acceptable.

AWAKENING CHINA.
MODERNISED CITIES.

FOREIGN GOODS IN DEMAND.

An interesting report has been sent home by the United States Consul at Amoy from which we extract the following:

When the traveller to West China steps off the train at Taiyuanfu, the capital of Shansi Province, he is bound to be impressed by the modern improvements which characterize that city. It is a city of about 60,000 inhabitants, has broad, well-paved streets lined on both sides with large, well-constructed cement drains. Electric lights, telephones, modern school and college buildings, foreign goods shops, 1,000 uniformed police, and a uniformed street sweeping brigade are some of the features which give to Taiyuanfu the appearance of a modern city. Even the schoolgirls and native women are imbibing the spirit of Western civilization, as evidenced by the marching of schoolgirls in public parades and the greater freedom with which women now go about shopping and visiting.

The Chinese population in Taiyuanfu look with favour upon things foreign, and exhibit much interest in Western science and learning. The foreign goods shops carry condensed milk, cigarettes, kerosene, patent medicines, a great variety of cheap foreign notions, including cheap gramophones, toilet articles, pocket knives, &c., and cheap hardware. One has only to go south a few miles out of Taiyuanfu to find himself in medieval civilisation. Taiyuanfu is at the terminus of the railway which connects it with the Pe-Han line, and while Western ideas are given a cordial welcome in the capital city, the rest of Shansi is apparently as far removed from Western influences as could be possible. Shansi has a population of about 500,000. Its principal business street is several miles long, and lined throughout its entire length with shops. The few so-called foreign goods shops carry condensed milk, kerosene lamps, cigarettes, cheap cutlery, toilet articles, and toilet soaps, cheap notions, and some foreign cotton goods.

YANGTZE POPULATION ON A FERTILE PLAIN.

The Chengtu plain, which is 90 miles in length by 45 miles in width, is a veritable garden spot. It has a system of irrigation said to be 2,000 years old, and one which appears to be perfect in meeting the requirements of the 4,000,000 who live on this plain. Besides Chengtu, there are on this plain other large, wealthy cities. Szechuan is the largest and richest of the 13 provinces. The purchasing power of its large population is high, and it should offer a wonderful field for foreign commerce so soon as the Hankow-Szechuan railway, now building, takes its work. The Szechuan cities on the Yangtze are prosperous and all have their foreign goods shops. Of these cities Chungking is the largest and most important. Being a treaty port, it has come into closer contact with the outside world than have any other of the Szechuan trade centres.

On the whole, the amount of foreign goods consumed by the millions of West China is small, infinitesimally small, as compared with the size of the population. Until the means of transportation are improved, that is, until this section of the Empire is brought into touch with the outside world—but little improvement may be expected in foreign trade opportunities in West China. However, railways leading to important points in West China are now under construction, so that it may not be many years before this vast area of rich country will be able to find profitable markets for its varied products, thus creating for itself credit in other parts of the Empire, and be in a position to buy foreign machinery and such other foreign goods as will be necessary to its demands. In Chengtu, the capital of Szechuan, and possibly in Sianfu, the capital of Shensi, important public works may be inaugurated during the next five or ten years. These cities will undoubtedly soon be installing electric lighting plants and purchasing machinery for industrial factories of various descriptions.

PRINCE OF WALES AND THE M.C.C.

It is understood that the Prince of Wales shortly is to become a full member of the M.C.C.—a playing member, and not an honorary one, thus being entitled to wear the well-known crimson and gold blazer and ribbon. Both the Hereditary and Prince Albert are keen lovers of the national game, and when opportunity serves they will be present in the summer at matches at both Lord's and the Oval, the latter his private ground being, of course, upon the former's property, as Duke of Cornwall, at Kensington. Each plays with no little skill, but Prince Albert shows as distinctly more promise at cricket as his elder brother does at golf. The younger Prince is a bowler of considerable merit, and one of his proudest possessions is the ball, now mounted in silver, with which, upon a famous occasion, he performed the "hat trick," dismissing the present King, Prince Arthur of Connaught, and the Prince of Wales with successive deliveries, the game being played in the grounds of Windsor Castle, where King Edward VII. was an interested spectator. His present Majesty has never shown much aptitude for the game, though he played it upon occasion in his younger years.

THE JEWS IN ENGLAND.

Mr. Maurice Miller contributes an interesting account to the *Sunday at Home* of the Jews in the British Isles—that is, about 0.5 per cent. of the population, or one in every 200 persons. In France the Jews number one in 400 persons, in Germany one in 100, in the United States 24 per cent. about one in forty-two, in Russia one in every twenty-five. One hundred and fifty thousand Jews are found in London alone. But London has in proportion fewer Jews than Paris or Berlin. The immigrant Jew chooses Stoney because he finds himself there amongst his own fellow-countrymen. The outstanding features of the alien Jews are temperance and peaceableness and love of home. The Jews in England are English patriots, proud when mention is made of England's liberty, glory, and traditions. In the Boer War the number of Jewish volunteers was so large that it excited public comment. There are 1,450 Jews in the Navy, Army Reserve, Territorials, and Colonial Forces. This gives a proportion of one Jew in the forces to each 160 Jews of all ages. The Jews are profoundly religious. Jewish men attend services much more frequently than women. The Jews are divided into three religious sects—Orthodox, Reform, and Liberal. The Reform Jews permit men and women to sit together, and use English for portions of the service. The Liberal Jews do the same, but make larger use of English; their most revolutionary innovation is that of holding their services on Saturday afternoon instead of morning. Anglicised Jews generally show less religious enthusiasm than the more recently settled immigrants. There is no criminal class among the Jews. The Jews received at prisons numbered 456 in 1909, and one-half of these were cases in which imprisonment was suffered in default of payment of fines.

OPPORTUNITIES FOR TRADERS.

GET AN ENTERPRISE.

The Hankow correspondent of the *Financial News* has written on the progress of China. In the course of his letter he says:—

During the last two years the writer has twice crossed the Chinese Empire and covered much ground in the interior provinces, where the cult of things foreign is just beginning to be noticed, and he says without hesitancy that not one-thousandth part of the trade that may subsequently be done with China is being done now, great as some of the statistics are. The buying of foreign things from the finest and commonest penny articles (for which cheap trade Japan holds easily the palm) to the costliest factory and mining plants, has only just begun, and, if peace prevails and nothing unforeseen happens in the country to stop the reform clock, one may expect that the next two decades will record in China—not only in one or two provinces, but throughout the Empire—a development of foreign trade which has never been recorded, not even by Japan during her active movement in her trade era. This is a broad statement. One goes to one part of China and finds the natives already imbued with a spirit for everything foreign; a fortnight's journey will take you into an area where the gentry and literati are doing all they can to stem the tide of the foreign machine. But the manifold factors of the industrial movement in Europe, and of the development which China is undergoing, are co-operating to give great stimulus to her trade. Whilst in out-of-the-way areas we still find the representatives of the Old China setting their face with a remarkable persistence against the innovation which is bound to come, we find that the methods of earning and spending which the West, through its merchants, is teaching the astonished Chinese in many places are appealing to widespread circles of this supposedly-conservative people. European fashion and luxury have created new wants, and bring rich profits to the dealer; while the products of China, many of them unique, afford hitherto unheard-of means of swelling the export trade. Go any day over the mountains in Szechuan, in far away Kansu, in the Middle Yangtze provinces, and you meet hundreds of pack-horses carrying hides and horns, kung-fu, pigs, bristles, woodstarch, and much else. These go into the great foreign houses on the Lower Yangtze at Hankow, for instance, and you realise how the export trade of China is developing.

When once the Szechuan Railway, which is proceeding most satisfactorily at the present moment, is completed, trading centres will spring up on the railway route between Ichang and Chienchi, the capital of Szechuan—a country which offers unlimited scope for profitable merchants. It is an interesting proposition to discuss who is capturing the increasing trade of China, and how to get it. In the Yangtze Valley it must be admitted that the German holds sway; he seems to have a greater knowledge of the world market; and far away in the interior I have met Germans who have been sent on long journeys for no other purpose than to keep their eyes open and to report on the probabilities of trade in various areas. The British or American commercial traveller in isolated corners of China is a great exception, however. It is his keen-sighted spirit which has enabled the Germans to capture much of the trade which the British formerly held. I have seen in many places in China many wayside wrecks of merchandise which have come from British exporters packed no better than if it was to be delivered on the sea-coast. The German scores because he packs better than the British, and he understands better the great strain which pack-horse transit naturally involves.

The German is more experimental—he risks more than the Britisher when he thinks he can see a lucrative trade awaiting him—and he is more far-seeing. Americans, more so than Britishers, may be, are waiting for "big" things, and they wait while the German moves about and picks up the smaller but less profitable lines. I have seen in Yunnan and in Szechuan mining plants modern and with all accessories and general equipment, but I do not remember having seen any which were British. All were German. I met a man once, in an interior city, who had taken an order for a mining plant running into something like £5,000 sterling. He knew nothing about mining machinery; he was a traveller in guns; but he got the order because he was the man on the spot and because his firm went to the expense of sending him through the Empire to east their bread upon the waters.

WHERE ROMANCE LINGERS.

LOVE AND WAR—STILL GO HAND IN HAND IN MEXICO.

If Cervantes smiled Spain's chivalry away he failed to carry his influence into Mexico. That country has always been a land of romance. The people there have clung to the habits which grew out of their old Spanish ancestry and their climatic environment. They still have their midday siesta, their feast days and holidays, and spend their money freely and dress poorly.

The present insurrection is full of episodes that would happen probably in no other country of the world. Out of them the imagination of a Hugo, a Dumas or a Scott might build many a romance of love and adventure. For in Mexico love and fighting still go together; as they used to do in the days of medieval knight-errantry.

A striking and at the same time somewhat pathetic illustration of this was the long journey over the desert to the town of Juarez undertaken by a number of women, wives, mothers, and sweethearts of the soldiers at the front. Accompanied by children, dogs, cats and goats, they travelled more than two hundred miles to be near the soldier boys, for whom Mexican women feel so romantic an attachment. The women had been left behind in Chihuahua when two battalions of Mexican infantry were sent to the border. Impatient at the absence of those they loved, they got a pushcart, loaded it with such necessary articles as it would hold, and propelled it over the dreary wastes and around the burned bridges, taking their turn in squads at pushing the cart.

The journey occupied two weeks, food being obtained at the settlements which lay along the route. Each of these women might make a heroine of romance, for they knew neither fear nor fatigue where love was concerned.

But the romance of the Mexican insurrection has not been confined to the women. A few days ago General Cuellar, chief of staff to President Diaz, who defeated Francisco Madero's army at Casas Grandes, but lost an arm in the engagement, telephoned his condolences to Madero on the death of the insurgent leader's father. It is said, too, that Madero's son sent a message of regret to Cuellar on the latter's loss of his arm. The two had once been schoolfellows together.

All this is very picturesque and romantic. But the present is practical age, and impulse and emotionalism need strong hand for guide.—*San Francisco Chronicle.*

THE CHINA-BURMA FRONTIER.

THE KUNLUN FERRY.

The various events which are directing attention to the fact that for more than three quarters of its way the boundary line between the Chinese Empire and India has not been defined may, later on, says the *Calcutta Englishman*, throw into very prominent relief the other fact that, whereas on the Pathan frontier we have a very complete system of commercial and strategic railways, on the other side our railway policy has been weak and halting. After all these years Burma still remains unconnected by rail with India, and though in Assam we have pushed the Assam-Bengal line to the very limits of British India, that often projected connecting link between Margherita and Lushio is still in the air. The result is that the Assam-Bengal Railway is one of the most expensive to work as it does not obtain the traffic that would follow connection with Burma. But it is with regard to the Burma Railways that there is most for criticism. Whatever may have been Lord Elgin's shortcomings in other directions, we have had no Viceroy who has shown a better appreciation of the commercial, social, and strategic value of what is termed "railway power." All the railway work of recent years has been formed part of the programme elaborated by Lord Elgin. That Viceroy had no project nearer at heart than the extension of the Burma Railways from Mandalay to the Kunlun Ferry. There were enormous engineering difficulties in the way, particularly the bridging of the Gokteik Gorge. But work was started, the contract for building the bridge was given to an American firm whose construction is one of the railway wonders in India, and when the railway reached Lushio, after the most difficult part of the work had been done. The rail-head then touched Lushio, whence the remaining 75 miles to the Kunlun Ferry was plain sailing. It happened that when Lord Curzon arrived in India, Mr. Paul Doumer, the Governor of Indo-China, alarmed by the prospect of the Burma Railway deflecting some of the traffic from Yunnan which found an outlet at Saigon, conceived the ambitious project of building a French railway with all back from Saigon into the heart of Yunnan. People at once became interested and conceived that there would be a kind of race as to which line should first reach Lushio, for it was believed that in the face of the French challenge it was the duty of the British Government to also obtain a concession in China itself and push on across the Salween.

Judge, then, of the astonishment of everyone when Lord Curzon stopped all further work on the extension from Mandalay. The railway was hung up at Lushio, after the most difficult part of the work had been done. The excuse Lord Curzon made was that traffic at Kunlun Ferry did not warrant the extension of the line, adding that if any line were to be made to the Chinese frontier it must go through Blama. In any case the Government of India could not waste any money at that time on unremunerative lines. The fact is that Lord Curzon's imagination had been caught by the proposal of Doumer, an Alghustan and he would not study the railway situation in Burma. Even while he stopped work on the Burma railways he was building the Quetta-Nushki line into Persia. However, whatever may have been the situation on the Burma frontier in Lord Curzon's time, important developments have since arisen. China has initiated an aggressive policy against the frontier tribes and is laying claim to territory on our side of the Salween. On the Assam frontier she is said to have established a post at Rima and on the Burmese frontier at Pienma. The question of the ownership of Lushio, important as it is, may be left for the moment, but China evidently intends to press her claims to Pienma. Had the railway to Kunlun been complete the question as to whether the Salween was or was not the boundary of British India would not have arisen. Two recent appointments, announced by Reuters, show that China's aggressive policy against the border tribes is to be continued. Chao Erh Peng, the Anamite at Lushio, who has brought all Tibet under Chinese control, is now being moved to Szechuan to deal with the tribes there, and a new appointment, that of Frontier Minister of Yunnan and Szechuan, has been created. Yunnan and Szechuan are the two provinces that impinge on Burma and Assam, and a Frontier Minister could have no other business except that of dealing with the Chinese frontier. The Chinese and other tribes have hitherto defied the Chinese authority. But such dealing will bring China up against tribes under our influence, and it will then, perhaps, strike the Government of India how useful it would have been had that extension to Kunlun been completed.

THE OPIUM TRAFFIC.

THE CHINESE MINISTER AND SUPPRESSION.

The annual meeting of the Society for the suppression of the Opium Traffic was held last month at the Carlton Hall, Westminster. The chair was taken by Sir Matthew Dodsworth (president).

The Chinese Minister, in reply to a resolution congratulating the Chinese Government and people on their struggle against the "national vice," said that he felt it his duty to say, in the sincerest way, that everything China had done would not have been carried through had it not been for the society. Without the society's support, the people of China would never have known the they had at their back the public opinion of England. Success in the movement for the suppression of the traffic had come very near, and on behalf of his Government he thanked the society for what they had done in the matter.

Dr. Yamei Kiu (Tientsin), the first Chinese lady to obtain a medical diploma, and head of the Women's Medical Department of the Chinese Government in North China, also spoke.

In presenting the report of the society for the past year, Mr. Joseph Alexander, the honorary secretary, gave a satisfactory account of the working of the organization, and discussed the forthcoming International Opium Conference at The Hague, said that the Agreement between Great Britain and China, now nearly completed, would make it of the utmost importance to provide by International convention that no other country should take the place of India in the production of opium. This Executive Committee of the society were thankful that Great Britain would be able to enter the Conference with clean hands as regarded the great nation which had suffered most from the traffic in the poisonous drug.

A resolution was adopted urging the Government (a) to appoint delegates to The Hague Conference who are thoroughly in sympathy with the objects in view, and who shall be furnished with instructions definitely to promote the restriction of opium, its derivatives, and other similar poisonous drugs to their legitimate medical use alone; (b) to take measures for applying these restrictions within the British Possessions and Protectorates in the East (c) and to discard the practice of raising revenue from opium as a dangerous expedient and one unworthy of the British and Christian names.

RUBBER COMPANIES.

The report of the Consolidated Malay Rubber Estates for the year 1910 states that the net profit amounts to £75,166, making with the balance brought forward, less the commission payable to directors, £78,413. The directors recommend a final dividend of 50 per cent, tax free, the placing of £3,000 to general reserve account, writing £3,000 off development account, and £2,000 off buildings and machinery carrying forward £6,406. The rubber realized the net amount of £105,928, an average of 6s. 2.45d. per lb., after deducting all charges. The estates are said to be in good order and condition, and the manager reports that as regards weeding they are clean and up to date. The expenditure upon weeding has been heavy this year, owing to the clearing up of fields under pestion disease. The old area is reported as being quite free from disease; the younger clearings have a certain amount of Fomes Semitostus, but they are having prompt attention. As regards labour the directors state that this still gives considerable anxiety, and in common with all other employers, they have had to increase the rate of wages, and as time goes on they expect that the rate of pay will be still higher. A detailed survey has now been made of the Atherton-Leigh division, and it is found that there is some discrepancy between the acreage under rubber and the figures hitherto published. The acreage now planted with rubber is 2,262 acres, representing in the balance-sheet, with buildings and machinery, after deducting what it is proposed to write off this year, and adding the purchase price of the newly-acquired properties, £165,533, or slightly under £50 per acre. At the extraordinary general meeting, which is convened to follow the annual meeting, the shareholders will be asked to consent to the balance of the unissued capital—namely, 12,993,21 shares—being divided into 129,932 shares of 2s. each. This course is necessary to enable the directors to complete the purchase of the Tulliboh and Constantia Estates, which are to be paid for by 8.9.0 fully-paid 2s. shares.

The Port Dickson-Lukut (F.M.S.) Rubber Estates (Limited) has a capital of £200,000 in shares of 2s. each, of which £101,000 will be issued in part payment of the purchase price of the several properties to be acquired, credited as fully paid; 700,000 are now offered for subscription, and the balance of 255,000 are reserved for future issues. Of the above issue, 250,000 shares will be reserved for allotment to the shareholders of the Linggi Plantations (Limited), the shareholders of the Port Dickson Rubber Company (Limited), and the owner of the Brattford estate, and, if applied for, will be allotted in full. A further 220,000 shares have been applied for, and will be allotted in full. The company acquires certain rubber plantations of a total area of about 3,665 acres. The purchase price amounts to £106,500, which will be satisfied in fully-paid shares, with the exception of £5,000 in cash as part payment for the St. Leonard's Estate. The working capital provided by the present issue is £65,000, and after deducting preliminary expenses, brokerage, &c., the balance, together with capital in reserve (£28,500), is estimated to be ample to bring the cultivated area up to 5,000 acres.

Among other interesting reports issued is that of the Sungai Kapar. For 1910 the output of rubber from the estate is given as amounting, after final weighing, to 224,976 lb., for which an average price of 6s. 9.11d. (gross) per lb. was obtained. The selling expenses, which included marine insurance, discount, brokerage, and remuneration of London agent, amounted to 3.39d. per lb., making the net price 6s. 5.93d. per lb. During the year a large sum (£4206) was spent in clearing and burning dead timber on the company's estates and in other work calculated to prevent damage to the plantation. The estimated crop for the current year is 300,000 lbs., of which 70,800 lbs. has been secured during the first three months. Including the balance of £6,333 brought forward from 1909, the balance at the credit of profit and loss account at the close of the year amounted to £61,598. The interim dividend of 25 per cent, less income tax, paid in October, 1910, absorbed £25,541, leaving a balance of £36,057, which the directors recommended should be disposed of as follows: In placing to reserve fund (available for development expenditure), £5,000; in payment of a final dividend of 50 per cent, less income tax, making 55 per cent for the year, £28,250; leaving to be carried forward £4,806.

BELGIAN COUNT BROWNE.

SAD DEATH OF A TRAVELLER AT BHAMO.

Particulars have come to hand, says the *Rangoon Gazette* of May 5, of the accidental drowning at Bhamo a few days ago of Count Emanuel de Homptinne, the son of Count Joseph de Homptinne of Ghent, Belgium. The deceased, with two friends, Mr. Trassereux and Mr. Vivario, of Bruges, arranged to take a trip to the Malay States, where they remained until the early part of last month, when they started for Rangoon, arriving here on the 18th ultimo. After a day or two in Rangoon, they started on a tour in Upper Burma, and after visiting several places reached Bhamo. One morning last week they all went down to the river for a bath, and the Count, who was not a very good swimmer, drifted out of shallow water to a deep pool about ten yards from his friend M. Vivario. Mr. Trassereux being a considerable distance away. Suddenly he was heard to call out for help and was seen to sink. M. Vivario quickly reached the spot and dived down for him and twice brought him to the surface, managing to keep his head above water for several minutes until the Count, whose strength was failing fast, saw that M. Vivario was also tiring and that neither could hold out very long. He therefore pushed his friend from him, and before M. Vivario could grasp him again he sank for the last time.

M. Vivario was quite exhausted, and would undoubtedly have been drowned too had not some Burmese boatmen in canoes come to his rescue. Both the Count's companions were greatly depressed by the tragic affair, but at once enlisted the services of the boats and the authorities of Bhamo to recover the body. After two days the remains were found floating some distance from the scene of the drowning and buried in Bhamo. The father of the deceased was notified by cable of the death of his son and immediately replied by letter the body home to Belgium. This the medical officer of Bhamo declined to allow, stating that an interval of six months was necessary. The two companions of the dead man returned to Rangoon on Wednesday and made over to the Commissioner of Police the effects of their late companion. The deceased was twenty-nine years old. He was a great traveller, and when nineteen years old visited South Africa, where he spent over two and a half years. Last year he spent a considerable time in Java and Sumatra, and had not long been back home when the trip to the Malay States and Burma was arranged.

INTIMATIONS

CORONATION
CANDLES.

WE Beg to Notify the Public that
We have Just Received a Large
Shipment of SHORT CANDLES,

suitable for the forthcoming CORONATION ILLUMINATION, and they are

requested to make an early application

to avoid disappointment, as the demand

is likely to be great.

H. RUTTONJEE
& SON,

38 and 40, Queen's Road,

Central,

HONGKONG.

[50]

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ENGLISH,

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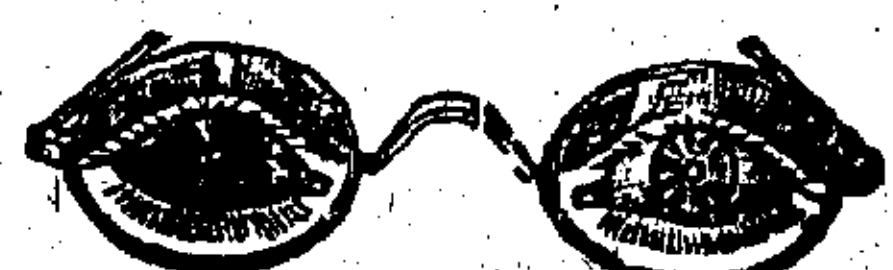
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MOVEMENTS

Chas. J. Gaupp
& Co.,

ALEXANDRA BUILDINGS.

[256]



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N. LAZARUS

FOR YOUR GLASSES?

BECAUSE

You will receive Fair Treatment.
A Careful and Intelligent Examination

We have a Sound Optical Reason behind every Lens.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF
D'AGUIAR ST., HONGKONG.

[262]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS, only, and special business matter and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.

Telegraphic Address: "The Press" A.B.C. 5th B.L. 11th.

NEW ADVERTISEMENTS

HONGKONG GYMKHAMA CLUB.

THE SECOND GYMKHAMA MEETING, postponed from SATURDAY, the 24th instant, will be held TO-MORROW (SATURDAY), the 27th instant, commencing at 3.30 p.m.

REGINALD F. C. MASTER.
Hon. Secretary and Treasurer.
Hongkong, 26th May, 1911. [745]

A. S. WATSON & CO. LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ANNUAL ORDINARY GENERAL MEETING of the HONGKONG HOTEL, Hongkong, on FRIDAY, the 2nd day of June, 1911, at 11.30 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 30th May, to SATURDAY, 3rd June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th May, 1911. [746]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND SUEZ.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex.s.s. "Nyansa" and "Macdonald."
From Bombay ex.s.s. "Purana."
From Persian Gulf, ex.s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 9 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 25th May, 1911. [1]

GEO. FENWICK & CO. LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 Noon, on TUESDAY, the 30th day of May, 1911, when the following Special Resolutions will be submitted:—

1. That GEO. FENWICK & CO. LTD., be wound up voluntarily.
2. That the partners in the Firm of Messrs. PRINCE SMITH, SMITH and FLEMING, of Hongkong, be appointed Liquidators, with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.
Hongkong, 22nd May, 1911. [740]

MACAO STAMPS!

ABOUT 30 Stamps in use, price about \$5.00. The Stamps may be had with or without the post mark. Cash with order; postage and registration paid by the buyer.

L. M. DOS REMEDIOS.
Macao, 17th May, 1911. [716]

BUTTER.

OUR "DAISY" BUTTER is the Finest Quality Table Butter Imported.

We Stock Three Other Brands at Prices to suit all.

THE

DAIRY FARM CO., LTD.

[56]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [544]

PUBLIC COMPANIES

THE "STAR" FERRY CO., LTD.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. DOWELL & Co., LTD., Queen's Buildings, TO-MORROW (SATURDAY), 27th inst., at 12.15 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 30th April, 1911.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 20th, to SATURDAY, 27th inst., inclusive.

W. S. BROWN,
Acting Secretary.
Hongkong, 16th May, 1911. [743]

HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate with respect to 3 Shares numbered 6662/6664 in the above-named Company standing in the name of MRS. MARIA PEREIRA MARQUES (deceased), of Macao, has been LOST, and should the same Certificate be issued in favour of the said MRS. MARIA PEREIRA MARQUES (deceased), and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE MATHESON & Co., Ltd.,
General Managers.
Hongkong, 18th May, 1911. [731]

WANTED

AN Experienced LADY TEACHER for Young Lady unacquainted with the English language. State terms, number of lessons given per week, hours, etc.

Apply to—
Care of "Daily Press" Office.
Hongkong, 22nd May, 1911. [736]

EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—
A. B. C.,
Care of "Daily Press" Office.
Hongkong, 17th May, 1911. [715]

NOTICE.

COMPRADORE REQUIRED.

A European Firm requires a COMPRADORE of good standing for its Canton Branch. Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPRADORE" to
DEACON, LOOKER & DEACON,
1, Des Vaux Road,
Hongkong.
[502]

FOR SALE

RURAL BUILDING LOTS Nos. 53 and 69, containing 72,430 and 18,770 square feet respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon.

For Particulars, apply to—
E. D. KOTTEWALL,
Care of F. P. TALATI,
Lee House Street.
Hongkong, 15th May, 1911. [703]

HOTEL FOR SALE.

A Coast Port, as a going concern. Proprietor retiring.

For further Particulars apply to "HOTEL,"
Care of "Daily Press" Office.
Hongkong, 5th May, 1911. [671]

FOR SALE OR TO LET.

"KENLIS," 76A, PEAK; SEVEN ROOMS; Large Verandahs; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 45 minutes' walk from Tram, 7 minutes by "Rickshaw." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of EASTERN LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGLISCH, 72,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

Revised by THE MEMBERS.
PRICE \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1911.

ENTERTAINMENT

THEATRE ROYAL.

SPECIAL NOTICE.

MR. HENRY DALLAS

has the pleasure to announce that

"THE FOLLIES"

WILL GIVE A

FINAL PERFORMANCE

TO-NIGHT (FRIDAY),
MAY 26th.

When NEW SONGS, DUETS and CONCERTED NUMBERS will be introduced.

This will positively be the LAST APPEARANCE in HONGKONG of THE FOLLIES, as they embark on Saturday, May 27th, for India and South Africa.

Plans at MOUTRIE'S.
Hongkong, 22nd May, 1911. [737]

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DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [408]

SIEN TING

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [478]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED—EX-ENGLISH MAIL.
YOU WILL FIND OUR RANGE INCOMPARABLE

FOR QUALITY, STYLE AND PRICES.
NEW FASHION STYLE BATHING DRESSES AND CAPS.

White Lace Striped Muslins, Printed Dress Voiles, White Swiss Embroidered Muslins, Robe Muslins, White Embroidered Striped Dress Muslins, White Fancy Shirting, Monocord Striped Fancy Voiles, "The Elite" Striped Dress Fabrics, &c., &c.

LATEST STYLES LADIES' STOCKINGS:—
Plain Finest Macao Lisle Black, Tan, High Spliced and Double Soled.

Plain Finest Side Silk Lisle Black, Tan, Lisle.

Plain Silk Black Stockings.

Also Boys and Girls, Best Values.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Hongkong, 1st May, 1911. [38]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 55SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [608]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.

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MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)
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SOLE PROPRIETORS OF TAKASIMA OCHI, MUYABE, YOSHINOTANI HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

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SINGAPORE: Messrs. BOURNE & Co., Ltd.

For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 12th May, 1911. [636]

TO LET

TO LET.
9, MOUNTAIN VIEW (at present occupied by E. R. HALLIFAX, Esq.).
From 1st May, 1911.

10, MOUNTAIN VIEW.
Apply—
Care of "Daily Press" Office.
Hongkong, 4th April, 1911. [491]

TO LET.

TO LET.
TOP FLOOR, No. 6, Lee House Street, suitable for Office and/or Dwelling purposes.

Apply—
A. B. AVASIA,
No. 1, Duddell Street.
Hongkong, 15th May, 1911. [707]

TO LET.

TO LET.
FIRST FLOOR of No. 4, Des Vaux Road CENTRAL.

GODOWNS in Masons Lane good for storage of Wines and other Articles. Rent moderate.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th May, 1911. [627]

TO LET—NEAR CLOCK TOWER.

SEVERAL CONVENIENTLY SITUATED ROOMS, suitable for Offices, Ground and First Floor.

Apply—
"REX,"
Post Office Box 418.
Hongkong, 9th May, 1911. [687]

TO LET.

TO LET.
GODOWN, No. 4, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1911. [116]

TO LET.

TO LET.
FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW AND COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 14th February, 1911. [543]

TO LET.

TO LET.
GODOWNS, 95 and 96, Praya East.

Apply—
CHATER & MORY,
Hongkong, 31st March, 1911. [121]

TO LET.

TO LET.
NOS. 9 and 10, MACDONNELL ROAD.

GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, The PEAK. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Newman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 24th May, 1911. [113]

TO LET.

TO LET.
ELEGANTLY Furnished and arranged Flat To Let. Cool and every convenience. Spacious Verandah, Fine Views back and front. Moderate Rental.

Apply to—
"LUXURY,"
Care of "Daily Press" Office.
Hongkong, 18th May, 1911. [722]

TO LET.

TO LET.
TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 7th April, 1911. [575]

TO BE LET.

TO BE LET.
No. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office.

No. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc.

Apply to—
YEE SANG FAT,
Same Address.
Hongkong, 24th February, 1911. [362]

TO LET.

TO LET.
GODOWN, No. 5A, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st May, 1911. [114]

TO LET.

TO LET.
OFFICES on Ground and First Floor in WOODLANDS VILLA, West, 25, Seymour Road, furnished.

No. 18, BELLIOS TERRACE. No. 9, BEACONSFIELD ARCADE (Shop).

The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao.

FOR SALE—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 10th May, 1911. [118]

TO LET.

TO LET.
No. 4, ORMSBY VILLAS, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 22nd April, 1911. [626]

AUCTION

PUBLIC AUCTION
OF
HIGH-CLASS MACHINERY and ELECTRICAL FITTINGS.

THE Undersigned has received instructions to Sell by Public Auction, On FRIDAY,

the 2nd June, 1911, Commencing at 10 a.m., at the Godowns situated in Will-doll, Wanchai,

A LARGE QUANTITY OF
HIGH-CLASS MACHINERY, &c.

Comprising:—
DUPLUX MARINE OIL ENGINE with auxiliary starting motor, complete (suitable for tug or lighter), 2 STEAM SET GENERATORS (115 volts, 465 and 374 amp), 3 LANCASHIRE DYNAMO and ELECTRIC Co.'s GENERATORS (253 and 500 volts), VERTICAL ENGINE, KIRCHNER'S

PUMP SAWING MACHINE, PANEL PLANING MACHINE and WOOD TURNING LATHE, DRILLING MACHINE, CONCRETE BLOCK MACHINES, CONCRETE MIXER, BRICK-MAKING MACHINES, Gould's DUPLUX and "CHALLENGER" PUMPS, Klein's HAND PUMPS and RETAINING and FOOT VALVES, Alex. Young's HORIZONTAL BOILER, FEED DUPLUX PUMPS, PRESSURE GAUGE TESTING PUMP, PISTON PUMP, HORSE GEARS, INCUBATOR, 14" 15 amp, 3100 cp.

SEARCHLIGHT, PORTABLE WAREHOUSE CRANES, VACUUM CLEANERS, GAS PLANT, 3" ARMOURD HOSE, CAST IRON GATE VALVES, BRASS GLOBE, ANGLE and CHECK VALVES, &c., &c.

Also:
ELECTRICAL FITTINGS, viz.: WIRES, CABLES and LEAD COVERED WIRE, SHIP'S FITTINGS, &c., &c.

Inspection orders on application. Now on View.

TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 19th May, 1911. [729]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4 per cent. per annum.
For 6 " 3 " " "
For 3 " 2 " " "

GEORGE HOGG,
Manager,
No. 9, Queen's Road Central,
Hongkong, 21st February, 1911. [628]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 24th January, 1911. [2]

FORTIFYING THE PANAMA CANAL.

Rear-Admiral A. T. Mahan publishes in the *Fortnightly Review* a strong plea in favour of fortifying the Panama Canal, the value of which is somewhat diminished by the fact that he seems to ignore altogether the probability, not to say certainty, that the submarine and the aeroplane between them will render any fortifications that may be erected absolutely futile.

He says:—In approaching the question of fortifying the Panama Canal, it is well to remember at once that the Canal Zone, with the qualified exceptions of the cities of Colon and Panama, is United States territory.

He points out the absurdity of supposing that because a recent international stipulation provides that unfortified seaports shall not be bombarded, it justifies the absence of fortifications in the Canal.

An undoubted neutrality of the Canal Zone would forbid an enemy's bombardment; but it would not deter his occupation, if at war with the United States, because the position is too valuable not to be secured, if possible.

He maintains that:—Granting that the United States intends to make sure of the use of the Canal in war, fortification will insure that peculiar end more cheaply, with less danger of losing the position, than the same amount of money expended in war-ships, unless there are abnormal peculiarities of the ground of which I have not heard.

He admits that even with fortifications the position of a fleet attempting to pass through a canal, in the presence of a strong enemy squadron at the other end, will be very difficult.

In column, unimpeded, the fleet, if handicapped by the ground, as is usual near ports, has but partial use of its guns, and the near vessels support the leaders imperfectly, or not at all.

Under such circumstances an equal enemy is for the moment superior, and momentary superiority properly improved becomes permanent.

This is the art of war in a nutshell.

He concludes his article with a strong plea for a strong navy. Permanent inferiority means inevitably ultimate defeat, which fortification can only delay.

"If the United States desires peace with security, it must have a navy second to none but that of Great Britain; to rival which is impossible, because for many reasons necessary."

THE CANAL AS A NEW CENTRE OF WORLD TRAFFIC.

The opening of the Panama Canal promises to effect a serious displacement of what may be termed the commercial centre of gravity.

In the *Bulletin of the Pan-American Union* for February Mr. Granville Perkins shows the new importance which will attach to the Galapagos Islands. When the Panama Canal is opened these islands will be in the track of the steamers of the world. They lie on a straight course from Southampton via Panama to New Zealand and Australia.

The islands are 840 miles from Panama, and only 550 from the coast of Ecuador, to which State they belong.

The archipelago consists of fifteen larger islands and about forty smaller, with a total area ranging from 2,400 to 3,000 square miles.

The Ecuadorian Government has several times begun negotiations for the sale of the islands, and as far back as 1851 the preliminaries of transfer were arranged with the United States, the sum offered being 5,000,000 dollars for the right of collecting the guano which could be found on the islands.

At present, however, while since that time tentative negotiations have been commenced during different administrations, no definite agreement has ever been reached. It is rumoured that a prominent financier who is largely interested in Ecuadorian enterprise has more than a lien on these islands.

Summarized, the resources of the islands are as follows:—The will cut (found in large numbers on several of the islands, especially Albemarle, where it is estimated that the total number of cuttle is about 40,000); the galapagos, or land turtle, whose commercial value has already been detailed, but which is unfortunately rapidly diminishing in numbers; the orchilla, no longer as valuable as in former years; domkeys, of which 20,000 fine specimens are roaming wild on James Island; seals, still found in great numbers on most of the islands; and the possibilities of the islands for the production of citrus fruits, which thrive wonderfully in this climate, and coffee has been cultivated with success. There are a number of sulphur deposits, as might be expected in volcanic formations. Some investigators see a considerable source of wealth in these.

NEW HEADQUARTERS OF THE Y.M.C.A.

The great building of the Central Y.M.C.A., which has been steadily rising until it has dwarfed its neighbours, including even the British Museum, in Tottenham Court Road, Great Russell Street, is approaching completion, and is to be opened at the end of September.

At present, however, it is by no means finished, its architectural merits are not to be appreciated, but when finished, with its tower 145 ft. high visible from Oxford Street, the new headquarters will be regarded as a striking addition to London.

Mr. R. Plimbe, the architect, has maintained in the design a general Renaissance feeling in combination with a practical regard for the serviceableness of the institution, and without being ornate it gives an impression of pleasant proportions and dignity.

The architectural difficulties have been considerable in providing for the diverse requirements of the 10,000 members—a swimming bath, gymnasium, and bowling alley in the basement; on the ground level a large hall to seat 900 and a small one for 500, and a handsome reading-room on the floor above, as well as rooms for games and social purposes, and a reception lounge with a great inglenook, where the members will foregather and derive out of something of the home sentiment which the Association particularly desires to cultivate.

The second floor is designed as a technical college with a lecture-room, laboratory, reference library, and various offices and rooms, among which is a dark room for the use of photographers.

On the upper floors are over 200 bed-rooms, 60 per cent. of which are specially arranged with a view to solving one of the most difficult problems connected with the youth of London. An army of boys comes every year to seek fortune in the great city. At the most impressionable period of their lives they have to live on a small wage in the midst of temptation, and without the possibility of obtaining the nourishment needed to the building of their physique.

It is a primary object of the institution to provide a home for boys of this class, with opportunities for amusement and mental culture as well as cheap nutritious food, and it is hoped that by the success of the experiment an example will be set leading to the foundation of similar hostels elsewhere.

Several visitors recently inspected the building under the guidance of Mr. Clarence Hooper, and could not fail to be struck with the foresight and ingenuity

BY ROYAL WARRANT

PURVEYORS TO

H.M. KING GEORGE V.

JOHN BEGG'S

FAMOUS WHISKY.

WHOLESALE AGENTS:

DADY BURJOR & Co.

7, QUEEN'S ROAD CENTRAL,

HONGKONG.

TELEPHONE No. 665.

SHIPPING IN PORT

STRAMERS

ARIGO, German str., 822, W. Langschwager,

23rd May—Peking 21st May, General and

Pigs—Jensen & Co.

ANGORA, German str., 1,005, Chr. Kumpel,

21st May—Bangkok 14th Rice and Task—

Butterfield & Swire.

BENEDI, British str., 2,587, J. Henderson,

24th May—London via Straits Settlements,

General—Order.

BUENOSAIRES, British str., 1,958, J. B.

Pattison, 4th May—Singapore 30th April,

General—Shewan, Thomas & Co.

BORNEO, German str., 1,354, F. Semblitt, 20th

May—Sundabon 16th May, Timber and

General—Molers & Co.

CANTON, Swedish str., 2,180, J. M. Renstrom,

17th May—Gottaburg and Antwerp 27th

May, General—Olof Wijk & Co.

CHINA, Austrian str., 3,268, P. Paviesich, 24th

May—Yokohama and Shanghai 20th May,

General—Sander, Wiedner Co.

CHIVENS, Chinese str., 1,177, Wm. Jamieson,

23rd May—Shanghai 20th May, General—

C. M. S. Co.

CHROISIN, German str., 1,021, F. Bruhn, 17th

May—Bangkok 10th May, Rice—Butter-

field & Swire.

CHOWTAI, German str., 1,195, W. Reher, 23rd

May—Bangkok 12th and Swatow 22nd

May, Rice and Meal—Butterfield & Swire.

CLARA JERSEY, German str., 1,132, H. Island,

19th May—Palo Lant, General—Jensen &

Co.

DAIWIN MARU, Jap. str., 799, Y. Yamamoto,

24th May—Sawato 23rd May, General—

Osaka Shosen Kaisha.

ELAX, British str., 2,571, Milner, 12th May,

Shanghai 8th May, Ballast—Asiatic

Petroleum Co.

FERNANDEZ HERMANOS, American str., 461,

E. Sison, 20th May—Manila 16th May,

Sugar.

FOOKSANG, British str., 1,987, T. A. Mitchell,

24th May—Calcutta 9th and Singapore

16th May, General—Jardine, Matheson &

Co.

HAIRAN, British str., 1,153, J. S. Roach, 24th

May—Poonchew, Amoy and Swatow 23rd

May, General—Douglas, Lapsack & Co.

HARDON, PONS American str., 1,027, F. Xan-

doro, 7th May—Manila 3rd May, Barretto

—Order.

KASHING, British str., 1,144, C. Laver, 22nd

May—Chinkiang 17th May, Rice—Butter-

field & Swire.

KEOWAT, German str., 1,115, J. Kihler, 7th

May—Singapore 1st May—Butterfield &

Swire.

KOREA, American str., 5,551, J. W. Saunders,

19th May—San Francisco 18th April,

Mails and General—P. M. S. Co.

KOWLOON, German str., 1,459, E. Anders, 21st

May—Hankow 10th May, Ground nuts and

Rais—Hamburg-America Linie.

KUMCHOW, British str., 1,450, J. A. Martin,

22nd May—Saigon 15th May, General—

Man Fat & Co.

KURANG, British str., 4,895, R. C. D. Bradley,

23rd May—Kobe and Moji 19th May,

General—Jardine, Matheson & Co.

LINAN, British str., 1,350, C. C. Williams, 15th

May—Shanghai 12th May, General—

Butterfield & Swire.

LIVIS R. YANCO, American str., 209, Tiong-

son, 24th May—Manila 20th May, Sugar—

Order.

MARIE, German str., 1,200, H. Schlicker, 22nd

May—Saigon 18th May, Rice and General

—Jensen & Co.

MERAPI, British str., 1,480, E. Uidall, 5th

May—Samarang and Singapore 29th April,

Sugar—Chinese.

NIPPON MARU, Japanese str., 3,452, H. S.

Smith, 25th May—San Francisco 26th

April, Mails and General—Toyo Kisen

Kaisha.

NORD, Norwegian str., 730, G. Harmland, 23rd

May—Tientsin 20th May, General and

Rice—Asgard, Thoresen & Co.

PANAMA MARU, Japanese str., 1,234, R. Mule,

18th May—Shanghai 15th May, General—

Osaka Shosen Kaisha.

PHRANANG, German str., 1,021, F. v. Mangels-

dorf, 23rd May—Bangkok via Kohichang

16th May, Rice—Butterfield & Swire.

RYGGA, Norwegian str., 3,459, E. Meyer, 4th

May—Portland and Moji 28th April, Floor

and Coal—Portland & Asiatic S.S. Co.

SABINE, ROKEMERS Dutch str., 573, D. E.

Boore, 22nd May—Poonchew 20th May,

Ballast—Asiatic Petroleum Co.

SAINT KILDA, British str., 2,469, John Lewis,

10th May—Barry 25th March, Coal—

Order.

SELENA, British str., 3,127, Stratton, 1st May

—San Francisco, Kerosene Oil—Asiatic

Petroleum Co.

SEXTA, German str., 992, N. Jensen, 23rd May

—Bangkok 14th May, Rice—Chinese.

SIBER, Russian str., 2,179, Leromias, 10th May,

—Moji 4th May, Coal—Bradley & Co.

SULTAN VAN LANGKAT, Dutch str., 2,293,

Lagay, 3rd May—Singapore 27th April,

Kerosene Oil—Asiatic Petroleum Co.

SUNOKIANG, British str., 987, H. Mathias, 23rd

May—Haiphong 21st May, General—

Butterfield & Swire.

TAMBU, British str., 919, H. T. Howart, 18th

May—Sawato 17th May, Ballast—Butter-

field & Swire.

TJIKINI, Dutch str., 1,000, H. Koops, 23rd

May—Java and Mantok 17th May, General

—Java-China-Japan Lijn.

TJIMAH, Dutch str., 4,500, J. P. Scholtes, 13th

May—Macassar 6th May, Coal—Java-

China-Japan Lijn.

TJIPANAS, Dutch str., 2,444, Nap, 21st May

—Amoy 20th May, General—Java-China-

Japan Lijn.

VESTFOLD, Norwegian str., 1,172, Berthelsen,

3rd May—Bangkok via Holkow 24th April,

Rice—China-Siam S. N. Co. Ltd.

WINGSANG, British str., 1,517, T. Le Lishman,

23rd May—Manila 20th May, General—

Jardine, Matheson & Co.

ON SALE.

BOUND VOLUMES OF THE HONGKONG

WEEKLY PRESS, July to December,

1910 With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.

Hongkong, 28th March, 1911

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of May	JAPAN	Second half of May
TJIPANAS	JAPAN	Second half of May	JAVA	Second half of May
TJILWONG	SHANGHAI	First half of June	JAVA	First half of June
TJIMAH	JAVA	First half of June	JAPAN	First half of June
TJITAREM	JAVA	First half of June	SHANGHAI	First half of June
TJILATJAP	JAVA	Second half of June	JAPAN	Second half of June
TJIBODAS	JAVA	Second half of June	SHANGHAI	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor. Hongkong, 23rd May, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, KOBE & MOJI "NIPPON" On 15th June.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46 YORK BUILDINGS, TOP FLOOR.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., SEATTLE & PORTLAND (Or)

VIA SHANGHAI AND JAPANESE PORTS.

Steamers Tons Captain To Sail on or About

KUMERIC 6,22 G. B. McGill 6th June.

LUCERIC 6,430 J. Mathie 30th June.

* Not Calling at Shanghai.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all the overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELING if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucero" and "Uterio" and "Uterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED. KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE

QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS. FROM HONGKONG: 27th May, 24th June. FROM COLOMBO: S.S. DUNERIC 15th June. STEAMER 12th July.

For rates and further information, apply to—

THE BANK LINE, LIMITED, (MANAGING AGENTS).

AMERICAN & MANCHURIAN LINE.

REGULAR SERVICE TO BOSTON AND NEW YORK.

(via Suez Canal). For Freight and further information, apply to—

THE BANK LINE, LIMITED, AGENTS, AMERICAN & MANCHURIAN LINE.

Telephone No. 780. Hongkong, 1st May, 1911.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

111

VISITORS AT HOTELS.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 27th	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 31st	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	Cap. W. R. Le Mare	May	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE. NANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 14th	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA	Cap. E. F. Dady, R.N.R.	June	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	Cap. C. D. Goldsmith, R.N.R.	About 15th	Freight and Passage.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 26th May, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HAIPHONG	"SUNGKIANG"	On 27th May, 8 A.M.	
SHANGHAI	"CHENAN"	On 27th May, 8 A.M.	
AMOI and SHANGHAI	"KASHING"	On 27th May, 4 P.M.	
TSINGTAO and TIENTSIN	"KUEICHO"	On 28th May, 4 P.M.	
CHEFOO and NEWCHANG	"NANOHANG"	On 28th May, 4 P.M.	
MANILA, CEBU and ILOILO	"KAIPO"	On 30th May, 4 P.M.	
DIRECT SAILINGS TO WEST COAST	"SANTU"	On 30th May, 4 P.M.	
AUSTRALIAN STEAMERS	Have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING"	Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPO" is situated on Deck, ft.		
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN")	with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
YF—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.			
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.			
FARE, \$45 SINGLE and \$90 RETURN.			
For Freight or Passage apply to—	BUTTERFIELD & SWIRE, AGENTS.		
Hongkong, 26th May, 1911.			

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"WINGSANG"	Saturday, 27th May, 2 P.M.	
SHANGHAI, KOBE, and MOJI	"FOOKSANG"	Monday, 29th May, Noon.	
SHANGHAI	"KWONGSANG"	Monday, 29th May, Noon.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 31st May, Noon.	
TIENTSIN	"CHEONGSHING"	Friday, 2nd June, Noon.	
RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).			
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.			
These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.			
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.			
Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin & Newchwang.			
Telephone No. 215, Sub. Exch. 4.			
For Freight or Passage, apply to—	JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.		
Hongkong, 26th May, 1911.			

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG-SOUTH CHINA COAST PORTS			
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.			
FOR			
SWATOW, AMOI and FOOCHOW AND RETURN.			
(Occupying 9 to 10 Days).			
STEAMSHIPS	CAPTAIN	LEAVING.	
"HAITAN"	Cap. J. S. Roach...	SATURDAY, 27th May, at 1 P.M.	
"HAICHING"	Cap. W. C. Pasmore...	TUESDAY, 30th May, at 11 A.M.	
"HAIYANG"	Cap. A. E. Higgins...	FRIDAY, 2nd June, at 11 A.M.	
FOR			
SWATOW AND RETURN.			
(Occupying 5 Days).			
"HAIMUN"	Cap. J. W. Evans...	SUNDAY, 28th May, at 10 A.M.	
"HAIYANG"	Cap. J. W. Evans...	WEDNESDAY, 31st May, at 11 A.M.	
The s.s. "Haitan" will not call at Swatow.			
During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.			
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).			
For Freight and Passage, apply to—	DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.		
Hongkong, 26th May, 1911.			

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

FOR	STEAMERS	TO SAIL	REMARKS
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.			
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.			
NEXT SAILINGS FROM HONGKONG:			
OUTWARD.			
FOR SHANGHAI, KOBE and YOKOHAMA:			
S.S. SLAVONIA	...	4th June	
S.S. SILVIA	...	19th June	
S.S. HELLAS	...	20th June	
S.S. SPEZIA	...	1st July	
S.S. SILESIA	...	12th July	
S.S. PREUSSEN	...	28th July	
S.S. ALESIA	...	9th Aug.	
For Further Particulars, apply to—			
HAMBURG-AMERIKA LINIE, Hongkong Office.			
Hongkong, 23rd May, 1911.			

NIPPON YUSEN KAISHA

FOR	STEAMERS	TO SAIL	REMARKS
(THE JAPAN MAIL STEAMSHIP CO.)			
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
DESTINATIONS.	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 7th June, at Daylight
	KAWACHI MARU Capt. H. Peterson	7,000	WEDNESDAY, 14th June, at 4 P.M.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDNESDAY, 21st June, at Daylight
	SADO MARU Capt. J. Richards	7,000	SATURDAY, 17th June, from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 20th June, at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon
ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	TOSA MARU Capt. T. Sato	6,000	TUESDAY, 30th May
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 7th June, at Noon
SHANGHAI, MOJI, and KOBE	BOMBAY MARU Capt. J. Tanaka	5,000	WEDNESDAY, 7th June
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Murai	9,000	THURSDAY, 8th June, at 11 A.M.

† Calling at Djibouti.
§ Fitted with New System of Wireless Telegraphy. • Carries Deck Passengers. ‡ Cargo only.

CHEAPEST SUMMER RATES

BETWEEN	HONGKONG AND JAPAN PORTS.
Commencing 1st June, ending 30th September, 1911.	
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.	
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.	
1st CLASS	\$120 \$110 \$100 \$90
2nd	\$80 \$70 \$60 \$50
With Option of rail between Steamers' Calling Ports in Japan.	
For Further Information, apply to—	T. KUSUMOTO, MANAGER.
14-40]	

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SEMI-TROPICAL ROUTE.			
Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.			
PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)			
STEAMERS	TONS	SAILING DATES	
KOREA	18,000	SUNDAY, 28th May, at Noon	
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.	
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.	
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.	
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.	
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.	
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.	
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.	
All Steamers are Equipped with Wireless Telegraphy.			
The P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, SUNDAY, 28th May, at Noon.			
FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.			
SPECIAL RATES (First Class Only) Granted upon Application.			
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call.—To United States and Canadian Points: Members of the Navy, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.			

INTERMEDIATE SERVICE.

FOR	STEAMERS	TO SAIL	REMARKS
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.	
PERSIA	9,000 Tons	FRIDAY, 7th July, at 1 P.M.	
THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.			
On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.			
SALOON SERVICE is furnished at Intermediate Rates.			
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 241.			
HONGKONG TO SAN FRANCISCO via New York " " " 245.			
Through Bills of Lading issued to Japan, North, Central and South American Ports.			
For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Blake Pier).			
FRED J. HALTON, AGENT.			

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

FOR	STEAMERS	TO SAIL	REMARKS
Head Office for the Far East:— 16, DES VOGES ROAD, HONGKONG.			
SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.			
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.			
TOURS arranged to ALL PARTS of the WORLD.			
BAGGAGE collected, forwarded and insured at lowest rates.			
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.			
FOREIGN MONIES exchanged.			
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.			

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

FOR	STEAMERS	TO SAIL	REMARKS
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Storons	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, 1 P.M.
† Triple Screws, turbine engines. • Twin Screws.			
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.			
THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.			

FOR	STEAMERS	TO SAIL	REMARKS
SOUTH AMERICAN LINE.			
(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS			
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.
THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.			

FOR	STEAMERS	TO SAIL	REMARKS
FARES FROM HONGKONG.			
TO SAN FRANCISCO	£ 45-0-0, Single
NEW YORK	£ 60-0-0, "
LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, "
SALINA CRUZ & MANZANILLO	Yen. 420-00, Single
VALPARAISO	Yen. 570-00, "
SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.			
TO CANADIAN and UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.—TO ALL POINTS.—Missionaries and their families.			
(These concessions apply to San Francisco Line Only).			
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.			
TENYO MARU and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.			
Through Bills of Lading issued to North, Central and South American Ports.			
For Further Particulars as to Passage and Freight, apply to			
K. MATSUDA, LOCAL MANAGER,			
King's Building (Opposite Blake Pier).			

OSAKA SHOSEN KAISHA.

FOR	STEAMERS	TO SAIL	REMARKS
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.			
(Subject to Alteration).			
TRANS-PACIFIC SERVICE.			
Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.			
The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.			

FOR	STEAMERS	TO SAIL	REMARKS
VICTORIA B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WEDNESDAY, 14th July, at 11 A.M.
VICTORIA B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th May, at 11 A.M.
	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

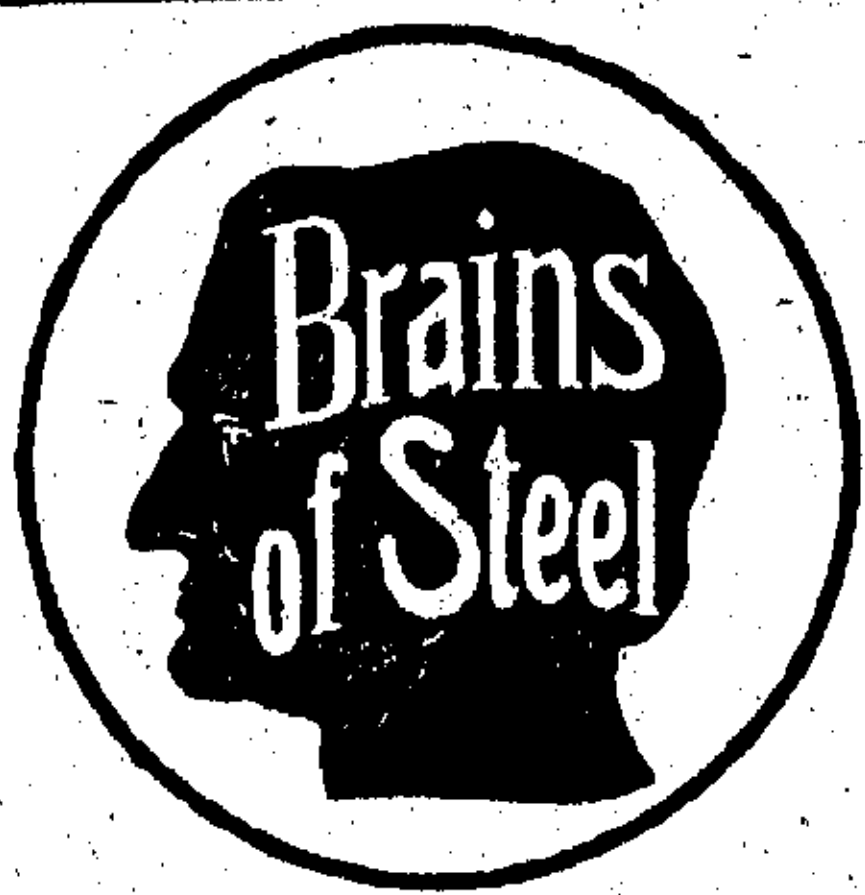
The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE			
FOR	STEAMERS	LEAVES.	
TAMUI VIA SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 28th May, at 10 A.M.	
For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings			
S. HIROI, MANAGER			

"The Beer That's Brewed to Suit The Climate"

O. B.
BEER.

"Just Try It"



"BRUNSVIGA"
CALCULATING
MACHINE
GRIMME, NATALIS & Co.,
BRAUNSCHWEIG.

For inspection apply to the
Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

D. SCHOLTE & CO.,
AMSTERDAM.

Exceedingly well placed for export of
**EAMELLED GOODS, PORCELAIN,
SINGLES, SWEATERS,
WHITE AND GREY SHIRTINGS,
DRILLS AND SPANISH STRIPES.**
Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hoehl Extra Dry
goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.
The *Devanha*, with the Siberian Mail, is due to arrive here this evening.

FOR	PER	DATE
Hoihow and Haiphong	Amigo	Friday, 26th, 8.00 A.M.
Swatow and Bangkok	Suez	Friday, 26th, 9.00 A.M.
Manila	Suz Tai	Friday, 26th, 1.15 P.M.
Yokohama and Kobe	Tykin	Friday, 26th, 3.00 P.M.
Haiphong	Sungking	Friday, 26th, 5.00 P.M.
Kudat and Sandakan	Borneo	Saturday, 27th, 8.00 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.	Et Allans	Saturday, 27th, 10.00 A.M.
Batavia, Cherbon, Samarang and Sorabaya EUROPE, AC, INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-day at 5 P.M.	Tjipanas	Saturday, 27th, 10.00 A.M.
Amoy and Foochow	Devanha	Saturday, 27th, 10.00 A.M.
Manila, Cebu and Iloilo		
Macao		
Amoy and Shanghai		
Shanghai		
Swatow		
Swatow and Tamsui		
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Korea	Saturday, 27th, 10.00 A.M.
Shanghai, Kobe and Moji		
Shanghai		
Chefoo and Newchwang		
Tientsin and Tientsin		
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma		
Swatow, Amoy and Foochow		
Manila, Cebu and Iloilo		
Manila, Cebu and Iloilo		
Singapore, Penang and Calcutta		
Swatow		
EUROPE, AC, INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to 11.30. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Bilao	Sunday, 28th, 10.00 A.M.
Tientsin		
Swatow, Amoy and Foochow		
EUROPE, AC, INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Nera	Sunday, 28th, 10.00 A.M.

MONEY LETTERS—The Post Office declines all responsibility for unregistered letters
containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO
ENQUIRIES into alleged losses of such (Postal Guide 121).
Mails for "CANON," "WUOWON" and "SAMSUT" will be closed on week-days at 7.30 a.m.
and at 6 p.m. until further notice.
A Mail for MACAO is despatched per *Sui An* on week-days at 7.15 a.m., on Sunday
the mail for Macao is closed at 8 a.m.
Mails for NANTAU, and SUABUS are closed every week-day at 6 p.m.
Mails for KONGMOON and KUMORUK are closed on week-days at 6 p.m. On
Sundays the mails are closed at 9 a.m.
A mail for Long Island (Cheung Chow) will be despatched per steam launch *Cheung-
ow* daily at 2.30 p.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

	May 25th.
ON LONDON—	
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credits, at 4 months sight	110
Documentary Bills 4 months sight	110
ON PARIS—	
Bank Bills, on demand	228
Credits, at 4 months sight	232
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	44
Credits, at 60 days sight	45
ON BOMBAY—	
Telegraphic Transfer	134
Bank, on demand	135
ON CALCUTTA—	
Telegraphic Transfer	134
Bank, on demand	135
ON BANGKOK—	
Bank, at sight	74
Private, 30 days sight	75
ON YOKOHAMA—On demand	88
ON MANILA—On demand—Pesos	88
ON SINGAPORE—On demand	77
ON BATAVIA—On demand	108
ON HAIPHONG—On demand	14
ON SAIGON—On demand	14
ON HONGKONG—On demand	84
SOVEREIGNS, Bank's Buying Rate	\$11.00
GOLD LAY, 100 fine, per ton	\$57.20
PAN SILVER, per oz.	24 1/2
SUBSIDIARY COINS.	
Chinese 20 cents pieces	\$7.31 discount
Chinese 10 "	\$7.55 "
Hongkong 20 "	\$7.18 "
Hongkong 10 "	\$7.40 "

SHARE LIST—QUOTATIONS. HONGKONG, MAY 25th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$895, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$80, buyers
China Borneo Company, Limited	60,000	\$12	all	\$9.
China Light and Power Company, Limited	50,000	\$5	all	\$1.15, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$7.
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 35.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 48.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 17 1/2.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$20, sales & buy.
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$48, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53 1/2, sal. & sal.
New Amoy Dock Co., Limited	10,000	\$64	all	\$7 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87, buyers
Fenwick & Co., Limited	18,000	\$25	all	\$5, sales
Green Island Cement Co., Limited	400,000	\$10	all	\$3.15, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$195.
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2.
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$75.
Manila Metropole Hotel Limited	15,000	\$10	all	\$11.
Hongkong Ice Company, Limited	50,000	\$25	all	\$185.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$16 1/2, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7 1/2, buyers
INSURANCES.				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$118, buyers
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$105, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$25	\$5	\$325.
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 157 1/2, sellers
Union Insurance Society, Limited	12,400	\$25	\$10	\$815.
Yangtze Insurance Association, Limited	12,000	\$100	\$20	\$192.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$94, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$5, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47.
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$700.
Banau Australian Gold Mining Co., Ltd.	200,000	\$2	all	\$2.30.
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2 x div.
Philippine Co., Limited	50,000	\$10	all	\$1, x div.
REFINERIES.				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
China Sugar Refining Co., Limited	20,000	\$100	all	\$94, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	7,000	\$100	all	\$20.
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$12, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$12.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$30 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$69.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$26.10.
Star Ferry Company, Limited	2,500,000	\$10	all	\$7 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$16, buyers
Steam Land & Docking Company, Limited	10,000	\$10	all	\$5.
STREETS AND UTILITIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$3.10, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12 x div. buy.
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10.
Union Waterboat Co., Limited	100 fleet.	\$10	all	\$300.
	50,000	\$10	all	\$6 1/2, buyers

TO-DAY	TO-MORROW
9 P.M.—"The Folies" at Theatre Royal.	12.15 P.M.—Thirteenth Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., at the Office of Dohwell & Co., Ltd.
	3.30 P.M.—Second Meeting of Gynkham Club at Happy Valley.

WILLIAM C. JACK & CO., LTD.

SOLE AGENTS FOR THE IDEAL LIGHT.
THE OSRAM LAMP
WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.
IT BENDERS ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus brings this mode of lighting within reach of all.
IT PAYS FOR ITSELF in about 150 hours on account of its great current-saving properties.
THE 17 WATT (app. 16 H.C.P.) OSRAM LAMP GIVES 20 HOURS LIGHT FOR ONE PENNY.
THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP gives 25 hours light for the consumption of one unit of current.
THE OSRAM LAMP has an average life of over 2,000 hours, and during the whole of that period its initial o.p. is practically unimpaired.
IT CONSUMES only approximately 1 watt per Hefner candle-power as against 4 watts consumed by a carbon filament lamp.
SEE THE WORD "OSRAM" IN EVERY BULB.

THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

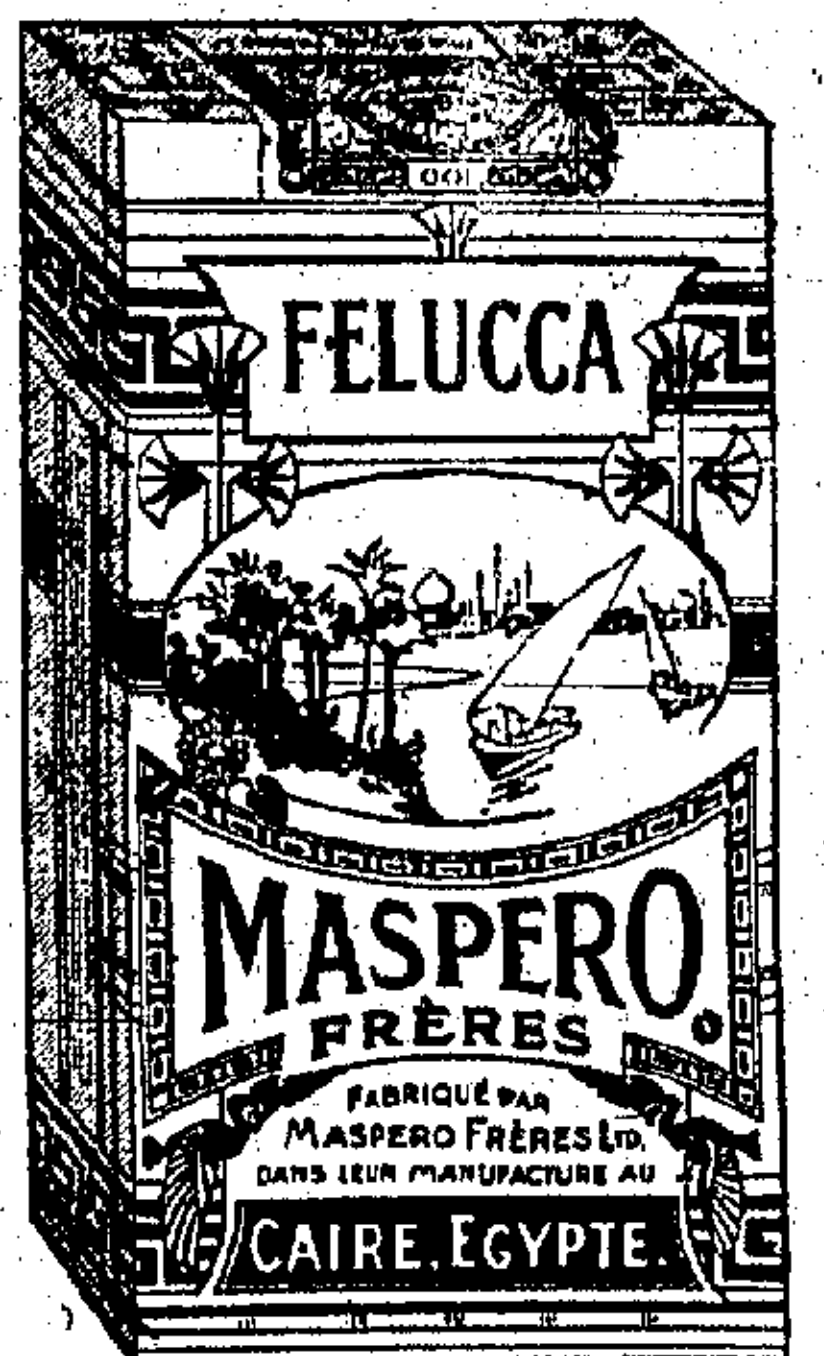
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



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CHAM (SWITZERLAND) AND LONDON.



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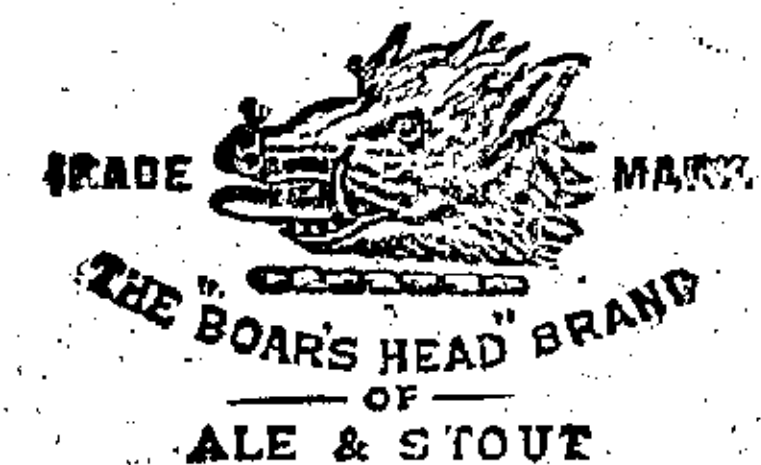
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TO-DAY	TO-MORROW
9 P.M.—"The Folies" at Theatre Royal.	12.15 P.M.—Thirteenth Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., at the Office of Dohwell & Co., Ltd.
	3.30 P.M.—Second Meeting of Gynkham Club at Happy Valley.
	FORTHCOMING EVENTS.
	Tuesday, 30th May—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel, Noon.
	Friday, 2nd June—Auction of Machinery, &c., at the Godown situated in Wild-dell, Wan-chai, by Geo. P. Lammer, 10 A.M.
	Friday, 2nd June—Twenty-sixth Annual Ordinary General Meeting of A. S. Watson & Co., Ltd., at Hongkong Hotel, 11.30 A.M.
	Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road.
Messrs. HUNG CHEONG, Haiphong Road.
Mr. AH YAU, Hongkong Stall, Ferry Wharf.

STEAMERS PASSED THE CANAL.
April 21st—Antenor, Canton, Konang F.
Poona. 25th—Soyu Maru, Christian, Nebe.
Nackar. 28th—Suruga, Tonkin. May 2nd—Achilles, Denbighshire, Nore. 5th—Nubia, Siam.
Siavonia, Buffalo. 9th—Benvorlich, Karanga.
12th—Ernest Simons, Glasgow, Jeerle, Prince.
15th—Friedrich, Tongo Maru, Tenkai, Arcadia.
16th—Glenoglen, Mitsushiki Maru, Soyo Maru.
Tosca, Aisin. 19th—Borneo, Hellas, Ida.
Venezia, Meneaus, Nippon, Sikk, Sikk, Sikk.
Ville de la Citat, Wakasa Maru, Yangtze.
23rd—Beniarig, Brigravia, Kamo Maru, Kintoch, Laertes, Rheinfeis.

ARRIVALS AT HOME.
May 19th—Alyanas, Kleist, Oansa, Preussen.
Satauna.
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